

Updated Zoning Bicycle Parking Ordinance

ZND Presentation July 6, 2017

CPC Approved June 26, 2017

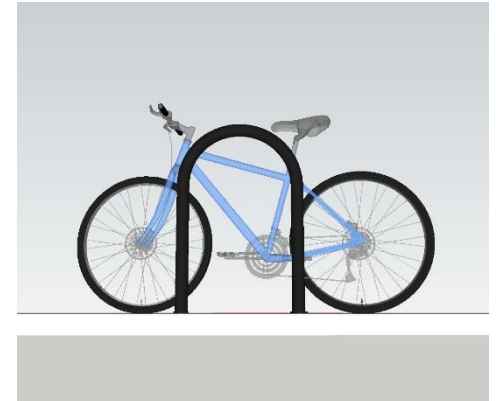


City of Milwaukee - DCD Planning Division

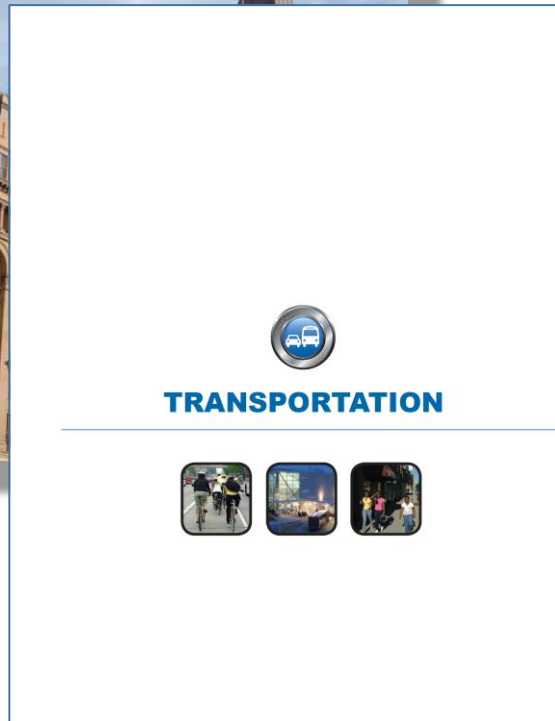
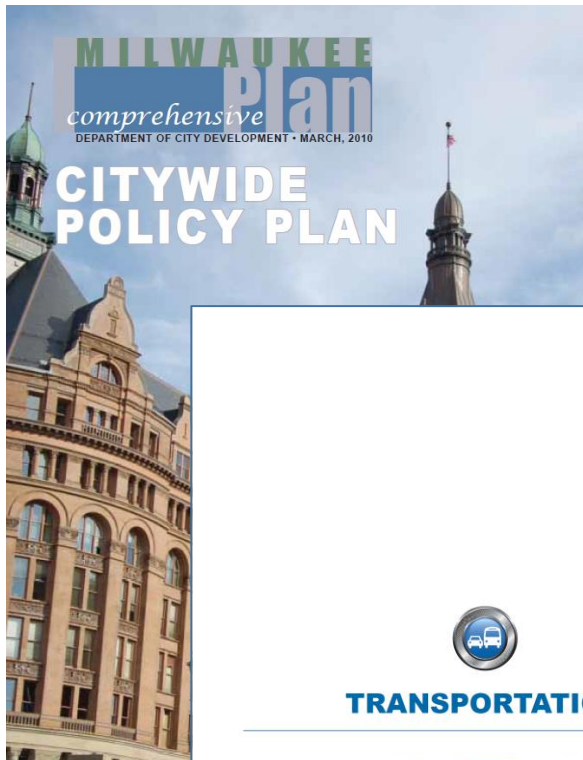
Image Credit: Dero

Updated Zoning Bicycle Parking Ordinance

- Why Update and Change Ordinance?
- How We Went About Developing Ordinance
- Issues Addressed by Ordinance Change
- Feedback and Endorsements
- Moving Forward



Why Update and Change Ordinance?



Vision for Milwaukee 2020

In 2020, Milwaukee's neighborhoods will be filled with a noticeable diversity of people riding bicycles on innovative bicycle facilities. Milwaukee is an economically and environmentally healthy world-class city for cycling where people of all ages and abilities have attractive, convenient and safe options to make recreational and utilitarian trips by bicycle.

13 Area Plans



Milwaukee by Bike

City of Milwaukee
2010 Bicycle Master Plan
Plan & Maps
September 7, 2010



Milwaukee By Bike

Plans Recommend Improvements to Bike Parking

Why Update and Change Ordinance?

“Milwaukee By Bike”:

Findings, Conclusions and Recommendations:

- More Milwaukeeans are Biking
- Goals of bicycle use for 5% of all trips.
- Promote bicycling for a more Healthy and Sustainable City
- Bicycling is a means to reduce motor vehicle congestion

Currently, the City is spending resources installing bike lanes & facilities

Milwaukee by Bike

City of Milwaukee

2010 Bicycle Master Plan

Plan & Maps

September 7, 2010



A key recommendation is to see more bicycle racks installed overall in city in order to support the plan.

Why Update and Change Ordinance?

The recommendation also recognizes the need for bicycle parking for both short term trip and long term use:

Excerpt from “Milwaukee By Bike”

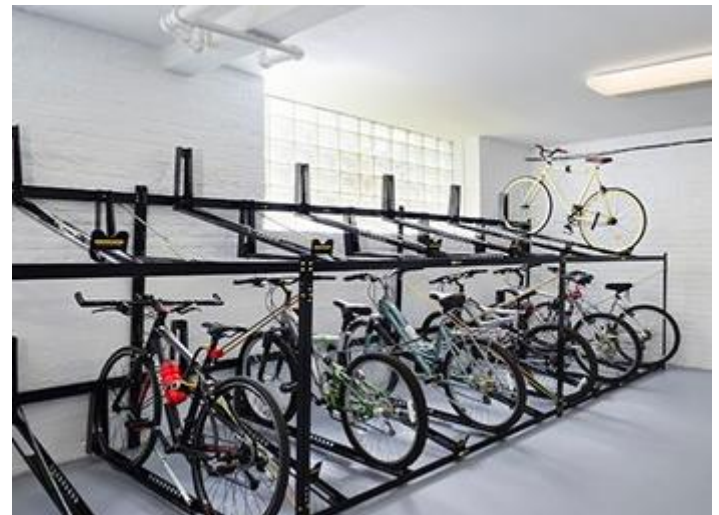
Short-term parking:

Parking meant to accommodate visitors, customers, messengers and others expected to depart within two-three hours; requires approved standard rack, appropriate location and placement, and weather protection.



Long-term parking:

Parking meant to accommodate employees, students, residents, commuters and others expected to park more than two to three hours. This parking is to be provided in a secure, weather-protected manner and location.



Why Update and Change Ordinance?

Existing Ordinance Issues:

- Only requires bicycle parking for “Commercial Uses”
(What are those? Inconsistent language)
- No direction on method or rules of space calculation
- No limits for larger square footage use buildings
- Outdated bicycle rack standards
- Lack of detailed placement standards

Entire Excerpt on Bicycle Parking

295-403-2c.

For a newly-constructed commercial building or commercial building addition with over 2,000 square feet of floor area, a minimum of one bicycle parking space shall be provided for each 2,000 square feet of floor area. *What is the term “Commercial” referencing?*

295-403-3c.

Bicycle Parking Spaces. For each required bicycle parking space, a stationary object shall be provided to which a user can secure the frame and both wheels of a bicycle with a 6-foot cable and lock. The stationary object may be either a freestanding bicycle rack or a wall-mounted bracket, shall be located within 60 feet of the main entrance of the building it serves, and may be located between the street curb and the building, subject to the approval of the commissioner of public works. As an alternative, the following alternative bicycle parking facilities may be provided:

c-1. Enclosed bicycle lockers.

c-2. A 3-point bicycle rack which secures the frame and both wheels of each bike.

c-3. A fenced, covered, locked or guarded bicycle storage area. Such area shall be large enough that each of the required bicycle parking spaces can accommodate a bicycle with a 3-foot handlebar width, a height of 3.5 feet from the bottom of the wheel to the top of the handlebar, and a length of 6 feet from the front of the forward wheel to the back of the rear wheel.

Why Update and Change Ordinance?

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It's a good time to be a cyclist in Milwaukee — and bars and restaurants are making it even better

Carol Deptolla, Milwaukee Journal Sentinel Published 9:38 a.m. CT June 15, 2017 | Updated 7:53 p.m. CT June 15, 2017



Businesses are adding bike racks. A place to park and lock a bike is a welcome feature.

Businesses are adding bike racks for bike riders. Wochit



Buy Photo

(Photo: Michael Sears, Milwaukee Journal Sentinel)

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The bike rack in front of Lakefront Brewery looks like a row of beer bottles. The bright red racks throughout downtown West Bend are shaped like bikes; no mistaking what they're for. Outside Red Dot in Wauwatosa, the half-dot bike rack in red echoes the pub's sign.

MILLER BREWERY TOUR

ONE GOOD TOUR DESERVES ANOTHER

FREE TOUR. FREE BEER.

MILLER BREWING COMPANY MILWAUKEE, WI

Recent June 15, 2017 JS On-line story on businesses adding bike racks

<http://www.jsonline.com/story/entertainment/2017/06/15/its-good-time-cyclist-milwaukee-and-bars-and-restaurants-making-even-better/393414001/>

How We Went About Developing Update

- Other comparable cities were examined and successful standards and code layout approaches incorporated.
- National standards and widely recognized terms were considered and incorporated.
- Tested code on existing building/occupancies to see if appropriate number of spaces would be required.



How We Went About Developing Update

Bicycle Parking Requirements - Interim Guidelines

- For the past year, DCD has been testing Interim Guidelines
- Have been tested in application on projects with discretionary approval requirements, such as Detailed Planned Development
- Have learned from the real world application both for lacking and overly complicated requirements
- Have used customer input and acceptance in developing requirements

Bicycle Parking Minimum Requirements - Interim Guidelines

The City of Milwaukee is drafting minimum bicycle parking requirements and new legislation will likely move forward in upcoming months. This memo is intended to provide guidance until then, but should be understood that numerical requirements may be adjusted.

Bicycle parking should be provided for many uses. Requirements will be established for regular/daily occupants (long term) and visitors/patrons (short term). Uses should consider long term and short term facilities.

Long Term Parking facilities are for residential occupants in dwelling units; employees working in offices, retail stores, hospitality, and other similar uses. These must be in a secure, indoor environment that is located conveniently in the building so as to encourage use of bicycles as transportation.

Short Term Visitor and/or patron parking should generally be provided outdoors. The parking should be in a publicly accessible location not more than 100' from the entrance to the use, and in a secure and well lit area. Required visitor parking meeting these provisions may be accommodated in the public right-of-way if approval is granted by the Department of Public Works.

The following example requirements are based on use categories.

Residential Units

Residents: Provide a minimum of 1 interior space for every 4 dwelling units for the residents.

Visitors: Provide a minimum of 2 exterior spaces for visitors for every 30 dwelling units.

Commercial Office Uses, General Service Uses, and Medical Offices

Employees: Provide one for every 6,000 sq. ft. of gross floor area; min. of 2 spaces.

Visitors: one for every 25,000 sq. ft. of gross floor area; min. of 2 spaces.

Retail Uses, Health clubs and Indoor Recreation Facilities

Employees: Provide one for every 4,000 sq. ft. of gross floor area; min. of 2 spaces.

Patrons: Provide one for every 2,000 sq. ft. of gross floor area; min. of 2 spaces; max. of 20 spaces

For Taverns and Restaurants

Patrons: one for every 1,000 sq. ft. of gross floor area; min. of 2 spaces; max. of 20 spaces

Employees: one for every 2,000 sq. ft. of gross floor area; min. of one space; max. of 10 spaces

Other Notes

Arrangements in centralized shared facilities for employees may be allowed if approved by arrangements as outlined in specific DPD proposals or development agreements.

As a point of clarification, a single U-type rack (or commonly called a "staple"), is considered parking for two bicycles when appropriately positioned.

Issues Addressed by Ordinance Update

Organization of Bicycle Parking Ordinance

Application of Provisions

When Required 295-404-1b

Submittal Requirements Responsibilities 200-26, 295-907-2

Minimum Number of Space Required

Number of Spaces by Use (in TABLE 295-404-1.) 295-404-1

Calculation of Number of Bicycle Spaces Required 295-404-1-d

Adjustment to Number Required and Minimums / Maximums 295-403-3

Type and Placement of Bicycle Parking

Short Term Bicycle Parking, Long Term Bicycle Parking

Definitions 295-201-58, 58.5; 295-404-2a, 2b

Standards of Design, Bicycle Parking Spaces

General Standards for Space and Racks 295-404-4-a,b

Outdoor Bicycle Parking Positioning 295-404-5

Indoor Bicycle Parking Options and Standards 295-404-6

Issues Addressed by Ordinance Update

- For code layout clarity new Bicycle Spaces requirements table to have similar organization by use in code.

Motor Vehicle Requirements in Current Code

Table 295-403-2-a NUMBER OF PARKING SPACES, BY USE	
Uses	No. of Parking Spaces Required
COMMERCIAL AND OFFICE USES	
General office	one for each 500 sq. ft. of the first 2,000 sq. ft. of gross floor area; one for each 1,000 sq. ft. of gross floor area in excess of 2,000 sq. ft.; storage or utility spaces shall not be included when calculating gross floor area
Government office	see general office
Bank or other financial institution	see general office
Currency exchange, payday loan or title loan agency	see general retail establishment
Installment loan agency	see general retail establishment
Cash-for-gold business	see general retail establishment
Pawn shop	see general retail establishment
Retail establishment, general	min. of one for each 1,000 sq. ft. of gross floor area; max. of 3.5 for each 1,000 sq. ft. of gross floor area unless otherwise permitted pursuant to s. 295-403-2-e; storage or utility spaces shall not be included when calculating gross floor area
Garden supply or landscaping center	see general retail establishment
Home improvement center	see general retail establishment
Secondhand store	see general retail establishment
Outdoor merchandise sales	one for each 500 sq. ft. of outdoor or indoor space devoted to the display of goods for sale

New Bicycle Requirements in Updated Code

Table 295-404-1 NUMBER OF BICYCLE PARKING SPACES REQUIRED, BY USE		
Use	Long-Term Bicycle Parking Spaces Required	Short-Term Bicycle Parking Spaces Required
COMMERCIAL AND OFFICE USES		
General office	for an occupancy larger than 12,000 sq. ft., one for every 6,000 sq. ft. of gross floor area; min. of 2 spaces	one for every 24,000 sq. ft. of gross floor area; min. of 2 spaces
Government office	see general office	see general office
Bank or other financial institution	see general office	see general office
Currency exchange, payday loan or title loan agency	see general retail establishment	see general retail establishment
Installment loan agency	see general retail establishment	see general retail establishment
Cash-for-gold business	see general retail establishment	see general retail establishment
Pawn shop	see general retail establishment	see general retail establishment
Retail establishment, general	for an occupancy larger than 12,000 sq. ft., one for every 6,000 sq. ft. of gross floor area; min. of 2 spaces	one for every 3,000 sq. ft. of gross floor area; min. of 2 spaces
Garden supply or landscaping center	see general retail establishment	see general retail establishment
Home improvement center	see general retail establishment	see general retail establishment
Secondhand store	see general retail establishment	see general retail establishment
Outdoor merchandise sales	one for every 500 sq. ft. of outdoor or indoor space devoted	one for every 500 sq. ft. of outdoor or indoor space devoted

Excerpts from code for demonstration

- Adjustments to the number of spaces for large uses/buildings

See section 295-404-3 Adjustment to Number of Spaces Required

Issues Addressed by Ordinance Update

Updated Code Table has Long and Short Term Bicycle Parking requirements spelled out for all land use categories

Example of common uses referenced in Table 404-1 Per Each Occupancy in the Building

Residential

Short Term = 1 exterior space for every 30 dwelling units, minimum 2 spaces

Long Term = 1 space for every 4 dwelling units. (In group living, such as dorms, 1 space for every 4 beds.)

Retail Establishment, General

Short Term = 1 space for every 3000 SF, minimum 2 spaces, maximum 20 space for each occupancy.

Long Term = For retail larger than 12,000 SF, 1 space for every 6000 SF, min 2 spaces, max 10 spaces.

Office

Short Term = 1 space for every 24,000 SF, minimum 2 spaces.

Long Term = For office larger than 12,000 SF, 1 space for every 6000 SF, min 2 spaces. Number of spaces required can be reduced by half for those space required in excess of 240,000 SF

Manufacturing Facility

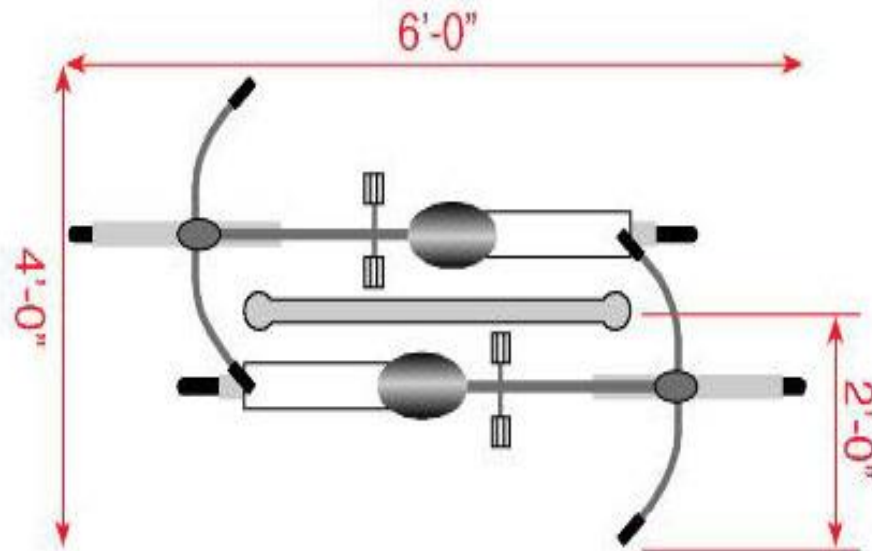
Short Term = 1 space for every 24,000 SF, minimum 2 spaces

Long Term = Office areas should follow office requirements based on size. For non-office areas there are no min. required.

Issues Addressed by Ordinance Update

Clarity on what constitutes a bicycle parking space, as well as rack requirements for securing locking and support.

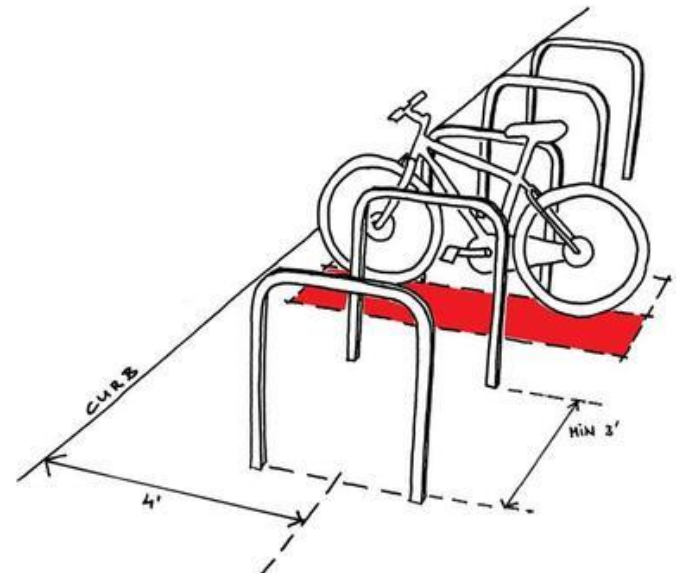
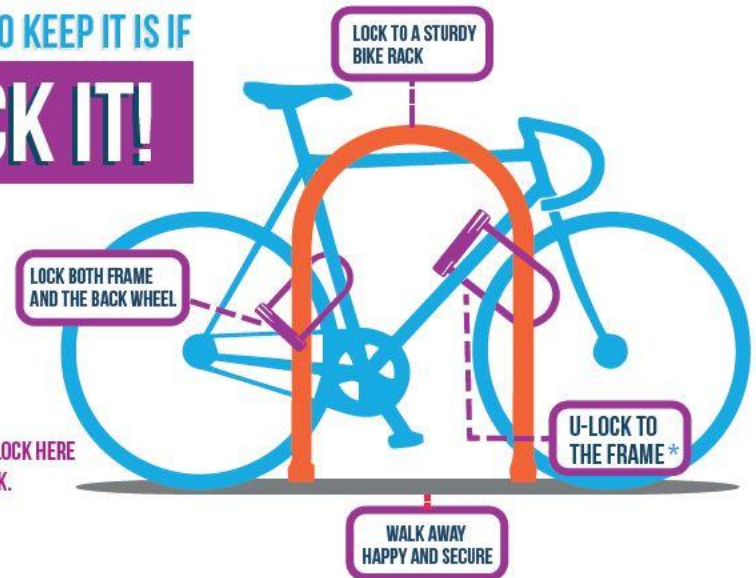
See section 295-404-4-b-1.
Standards of Design – Bicycle Parking Space



THE ONLY WAY TO KEEP IT IS IF

U-LOCK IT!

* YOU CAN ALSO USE A CABLE LOCK HERE
IF YOU ONLY HAVE ONE U-LOCK.



Issues Addressed by Ordinance Update

Bicycle racks that allow secure locking to frame and allows 2-point support



See section 295-404-4-b-1.
Bicycle Rack – General Design



Issues Addressed by Ordinance Update

Bicycle racks that lack any point of frame contact are not allowed, and existing 1-point of contact racks may continue to be counted as compliant bike parking space.



Comb-style racks would not be allowed to be counted to meet minimum bike parking requirements.

See section 295-404-4-b-2. Securing of Bicycles



Existing “wave racks” that are already in place can be counted, but no additional racks of this style may be counted towards min. requirements.

See section 295-404-4-b-3. Wave Racks

Issues Addressed by Ordinance Update

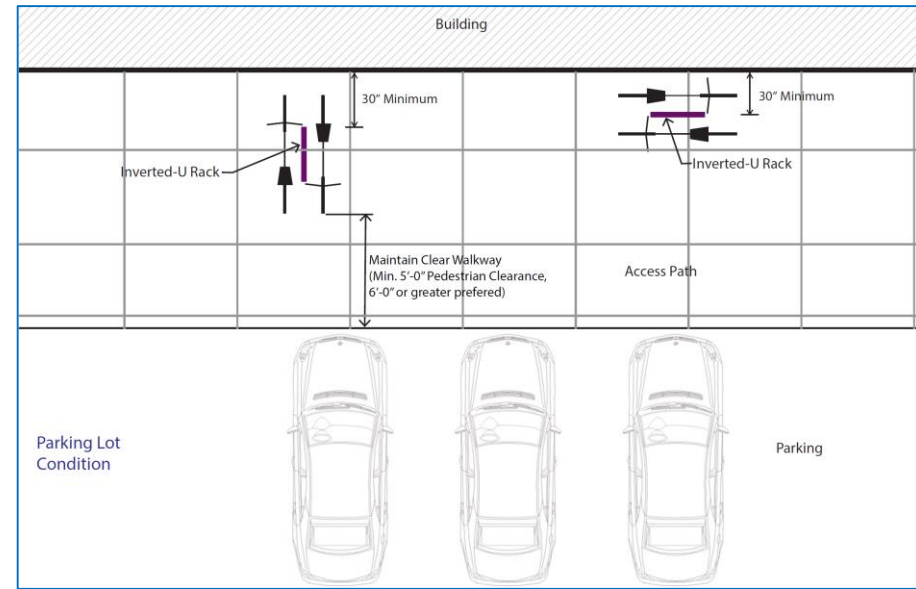
Promoting bicycle parking in safe and rational areas instead of bicycle parking in awkward or unsafe locations, and in a manner that does not obstruct other site elements.



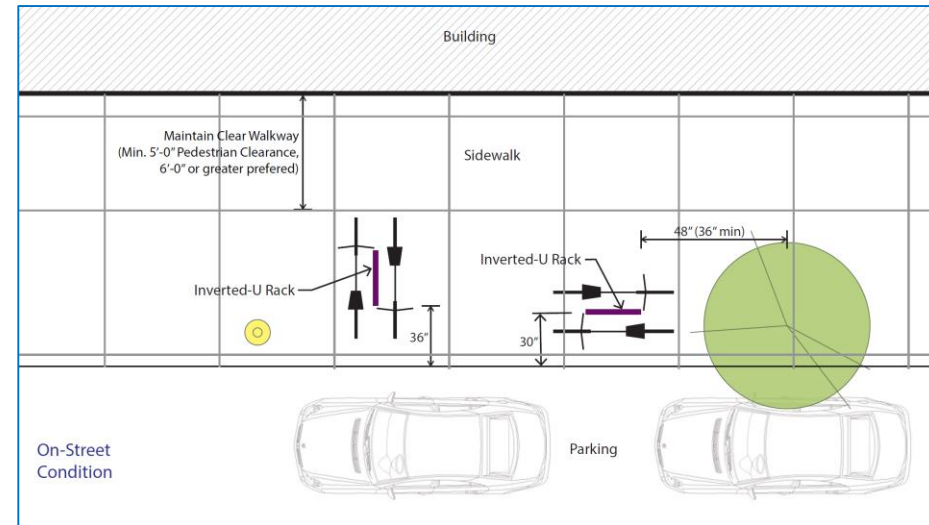
See section 295-404-5. Outdoor Bicycle Parking Positioning – Part of Overall Site Layout and Landscape Design

Issues Addressed by Ordinance Update

- Standards in code clearly outline details for proper placement of bicycle racks, being spaced sufficient distances from each other, walls, objects, curbs, ADA paths of travel.
- Code clarifies allowance in public right-of-way (with DPW permission) if on-site location is not available.



See section 295-404-2-b-3. Spaces to be Provided On-site Wherever Possible and 295-404-5-d. Positioning and Spacing of Racks

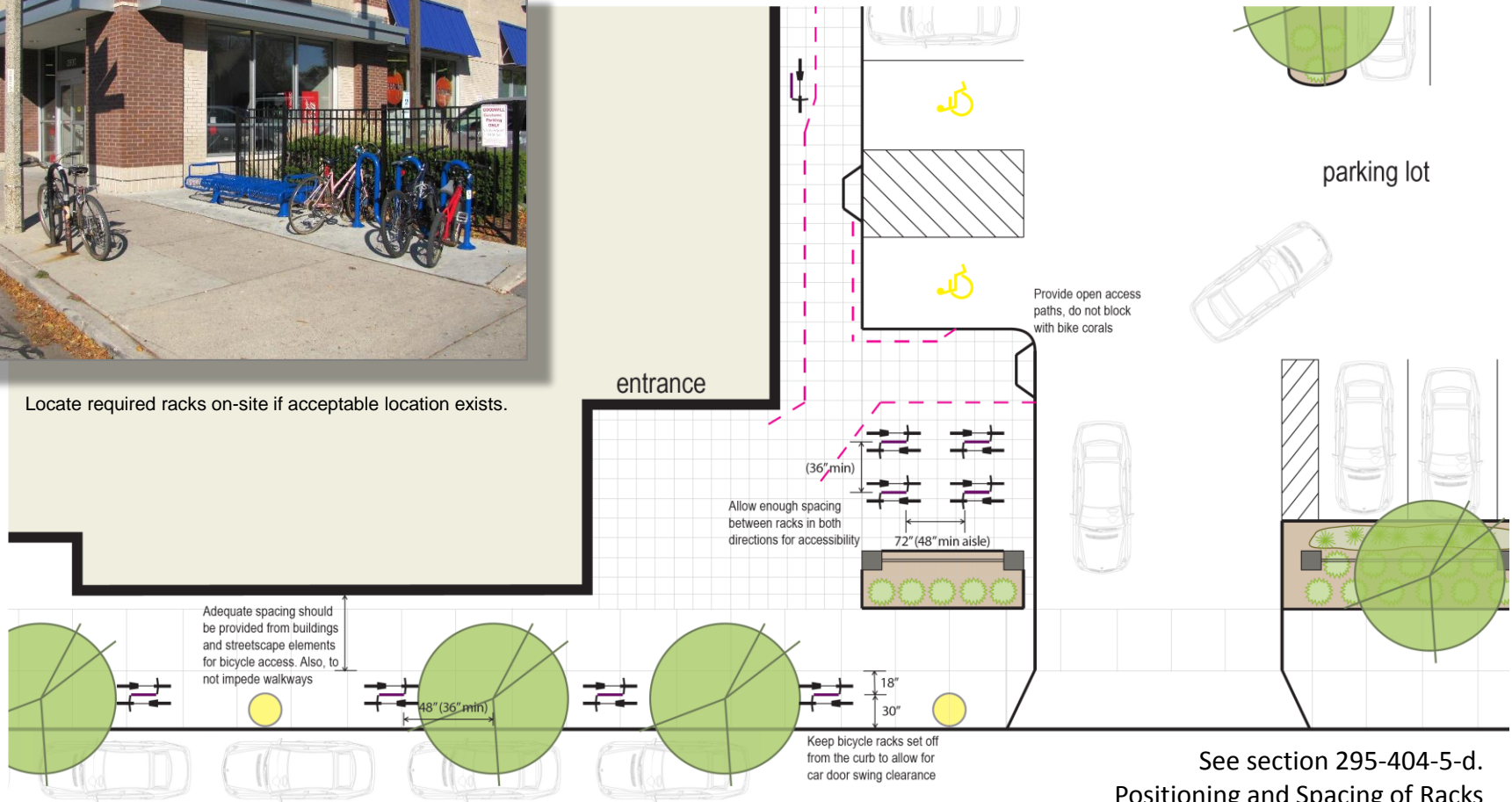


Issues Addressed by Ordinance Update

Standards in code clearly outline details for proper placement of bicycle racks, being spaced sufficient distances from each other, walls, objects, curbs, ADA paths of travel.



Locate required racks on-site if acceptable location exists.



See section 295-404-5-d.
Positioning and Spacing of Racks

Example Diagram: Short Term, Outdoor Bicycle Parking on a common retail layout

Issues Addressed by Ordinance Update

Long Term Bicycle Parking

Typically Located Indoors in

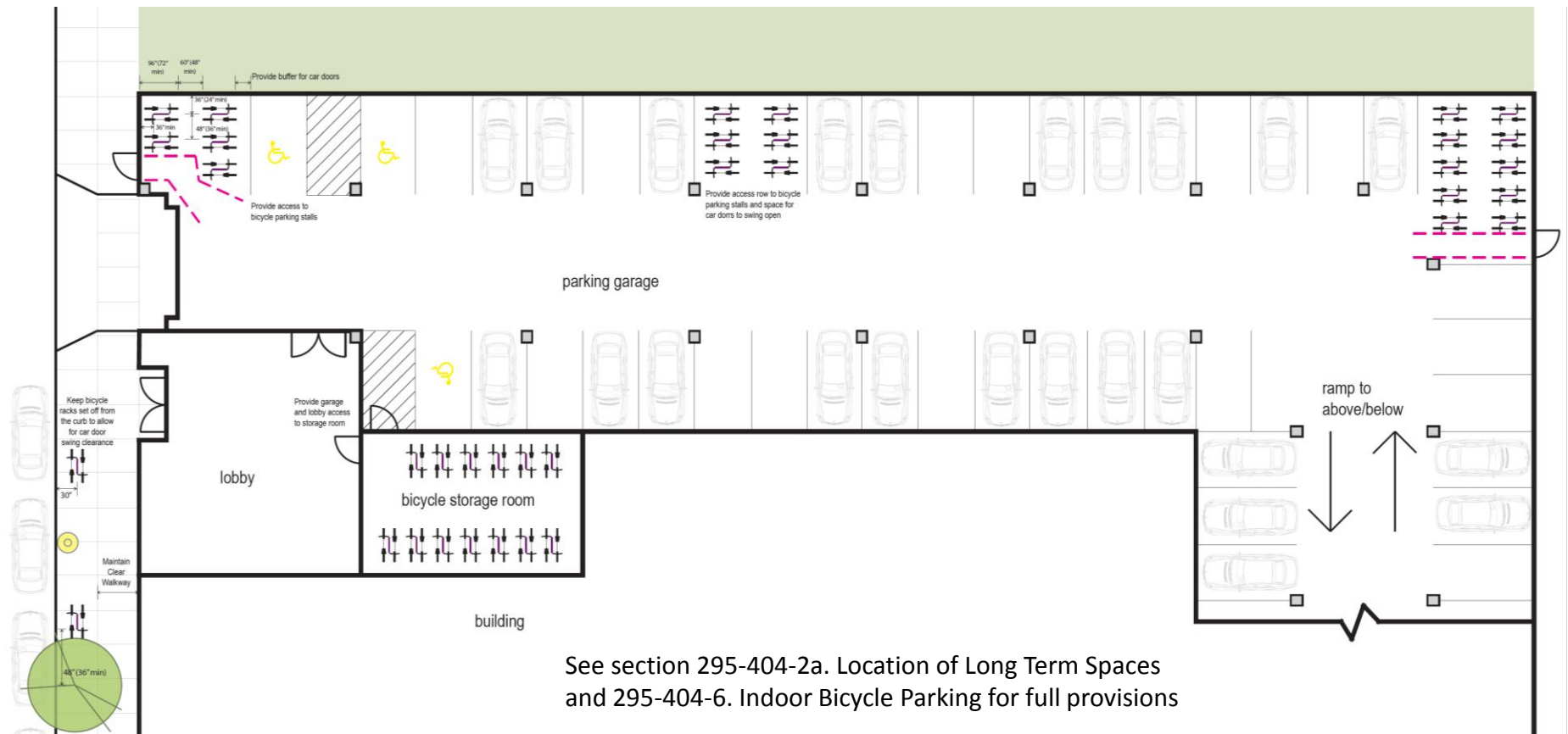
- Bicycle Storage Rooms
- Attached Parking Structures

See section 295-404-2a. Location of Long Term Spaces
and 295-404-6. Indoor Bicycle Parking for full provisions



Issues Addressed by Ordinance Update

Standards in code require easier access to bicycle parking from outdoors, located in a number of flexible locations, while ensuring at least half of spaces are at the entry level or are in other convenient locations.



Example Diagram: Long Term, Indoor Bicycle Parking in Residential Multi-Family Buildings

Issues Addressed by Ordinance Update

- Allows alternatives to a bike storage room - outdoor facilities
- Allows on-site corrals, but with locational placement direction
- Encourages upgraded facilities such as sheltered spaces

See section 295-404-4c. Outdoor Enhanced Facilities



Issues Addressed by Ordinance Update

Allows unique, different style racking systems for expanded amount of bicycle parking, however **REQUIRES** that the minimum number of spaces required by code are at ground level.

See section 295-404-4-b-5. Proximity to Ground or Floor



Image Credit: Dero



Issues Addressed by Ordinance Update

- Makes provisions / allows for bicycle parking in public right of way with DPW approval.
- Allows for bicycle corrals, both on-site and in right-of-way (working with DPW)
- Allows for further provisions with DPW and local Business Improvements Districts to create organized distribution of racks and “pooled” locations in street-scaping plans.



See section 295-404-4d. Standards of Design Bicycle Corral and 295-404-2-b-2 Location of Spaces - Exception for Bicycle Corral

Feedback / Endorsement

“We believe that this proposed ordinance not only guarantees that developers and builders will be implementing bicycle parking in their development plans—giving employees, residents and patrons of their buildings this important transit option—but by its adoption, the city will also be making a strong statement about the value of cycling”

– City of Milwaukee Bicycle and Pedestrian Task Force



City of Milwaukee Bicycle & Pedestrian Task Force

June 15, 2015

Mayor Tom Barrett
City of Milwaukee
City Hall, Room 201
200 East Wells Street
Milwaukee, WI 53202

Commissioner Ghassan Korban
City of Milwaukee DPW
Zeidler Municipal Building, Room 501
841 North Broadway
Milwaukee, WI 53202

Dear Mayor Barrett and Commissioner Korban:

Two of the key charges of the Bicycle & Pedestrian Task Force are to discuss bicycle safety issues and to inspire more bicycle ridership. What's more, research shows that the two are intricately connected: more bike riders helps improve the visibility, awareness and safety of all cyclists and drivers.

That's why we at the Bicycle & Pedestrian Task Force would like to formally support the proposed changes to the Bicycle Space Parking Ordinance, Code 295-201, 295-404 and 295-907. This ordinance specifically addresses the availability of bicycle parking in new construction and redevelopment projects in the city. We believe that this proposed ordinance not only guarantees that developers and builders will be implementing bicycle parking in their development plans—giving employees, residents and patrons of their buildings this important transit option—but by its adoption, the city will also be making a strong statement about the value of cycling.

Quality of life, improved health and wellness, improved creativity, enhanced sustainability and improved safety are just a few of categories improved by the thoughtful attention to transit options like cycling. As we continue to watch Milwaukee grow and thrive, this ordinance helps explain who we are as a culture and helps inspire participation in this transit option.

Please let me know if you have any further questions about our support, our mission or if we can help in any way with the promotion and adoption of this ordinance.

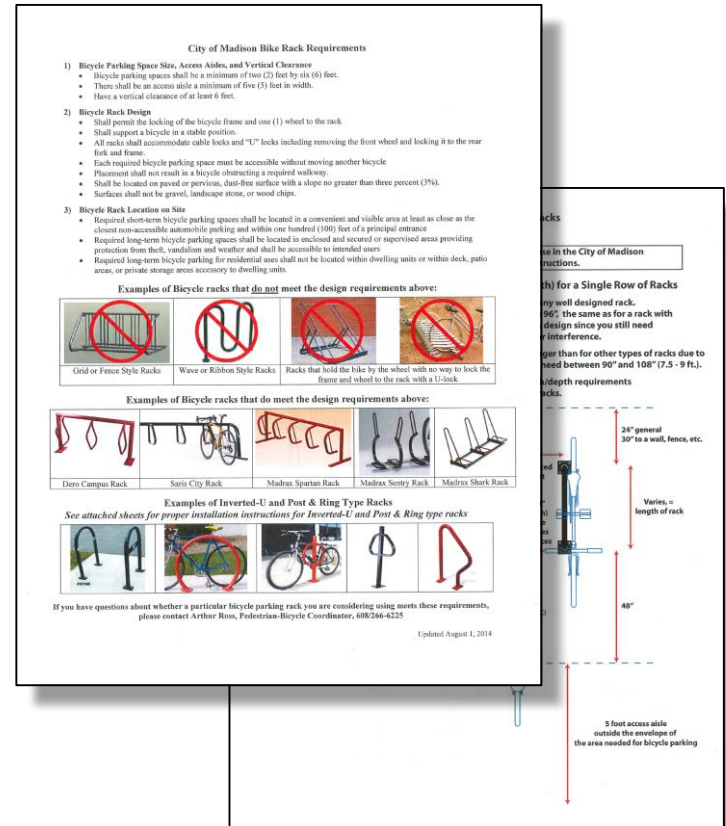
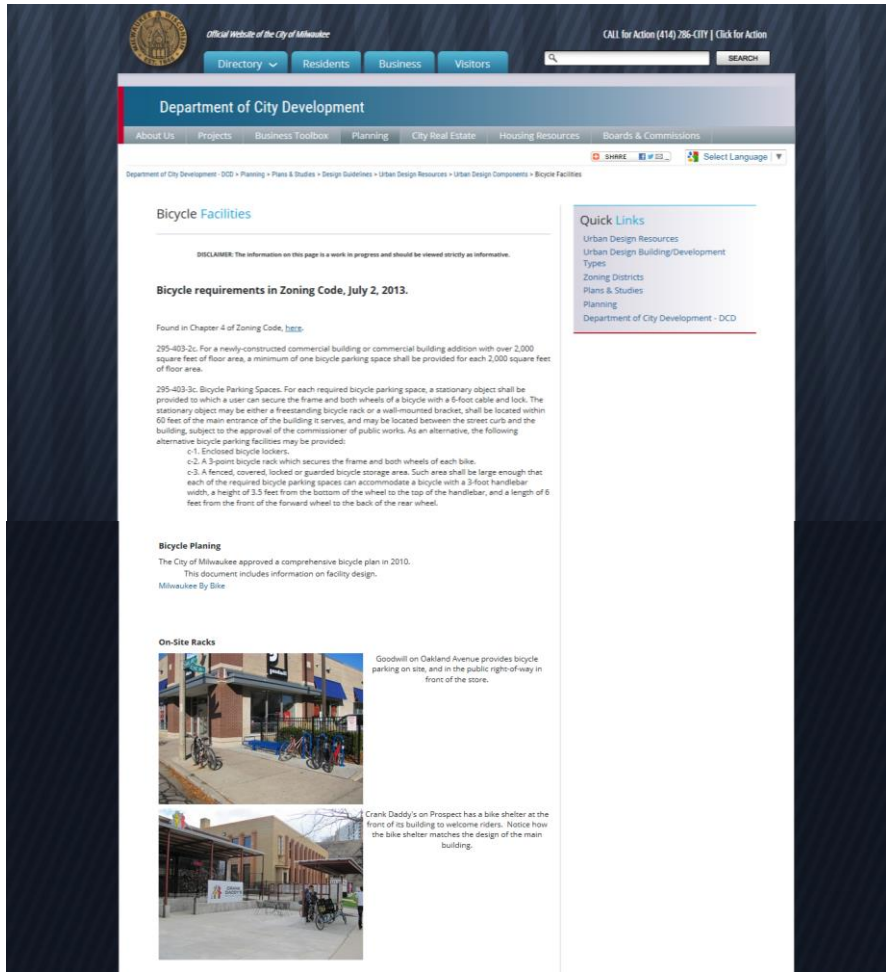
Sincerely,

Andy Tillman, Chair
Bicycle/Pedestrian Task Force

cc: All Members of the Common Council (via e-mail)

Moving Forward

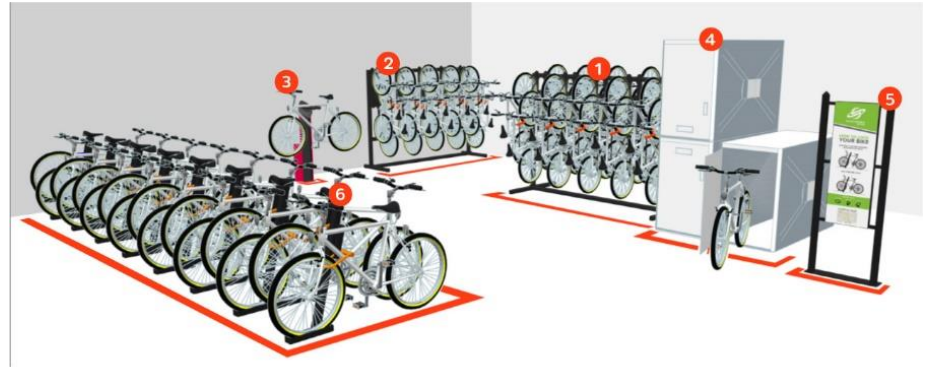
Update DCD Planning Bicycle Parking Web Page and Hand-Outs



Example from Madison

<http://city.milwaukee.gov/BicycleParkingRequirements#>.

Moving Forward



Bicycle Parking Best Practices to be added to DCD Web Page



Conclusion: In Summary

What are the important items to know?

- Bicycle parking spaces/racks need for most common uses
- Required in new, rehab and change of occupancy
- Bike parking for daily, regular occupants and visitors / customers
- Racks type and design need to secure bike acceptably
- Racks need to be close to the entrance, not obstruct other items

How does the bike parking get approved?

- As a part of a building permit
- By DNS Plan Examiner
- By DPW if in the right of way.



THANK YOU



Image Credit: Dero

Updated Zoning Bicycle Parking Ordinance